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[a1133]

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[1134-2]



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Electric Passenger Elevator to each floor.  
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Hongkong, 4th December, 1907. [a44]

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All comforts of a home.  
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[a156] THE MANAGER.

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## ALEXANDRA BUILDINGS

Hongkong, 13th December, 1909. [29]

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Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
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No anonymously signed communications that  
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HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, EC.

## The Daily Press.

HONGKONG, DECEMBER 22ND, 1909.

The adoption by the Chinese Government of the suggestion made by His Excellency Sir FREDERICK LUGARD, through His Majesty's Minister at Peking, that China should establish on the Pratas Island a wireless telegraph station for the purpose of furnishing meteorological data so that the information supplied to shipping in this part of the world, especially during the typhoon season, may be as complete and accurate as it is possible to have, it is a decision on which the Chinese Government is to be cordially congratulated. The Viceroy of Kwangtung has been instructed by the Imperial Government to at once take steps to establish the station. We may therefore hope to see the station opened some time next year. The Canton authorities, we do not doubt, are quite in sympathy with the idea, for after the typhoon of last year which did considerable damage to the small craft in the Canton delta, H. E. Viceroy CHANG JEN CHEN, in a dispatch to the Commissioner of Customs, "showed a strong wish to cope with such calamities in the future," and in referring to the system obtaining in Hongkong with regard to ascertaining the probable direction and force of coming winds and the issuing of warnings, decided to introduce a similar system at Canton. Consequently Canton will derive benefit from the erection of a wireless station on Pratas Island. Wireless telegraph stations, as many of our readers know, have existed

in the neighbourhood of Canton since 1907; the West River patrol boats are equipped with installations, and there is a Wireless School at Canton with about thirty pupils under a German instructor. Presumably the apparatus to be installed at the Pratas will be powerful enough to communicate with Canton direct. The announcement that this station is to be established at once serves, however, to emphasise Hongkong's need of a permanent wireless station. On the *Empress* steamers now it appears that a little daily newspaper is published consisting of Marconigrams received on board, and a Yokohama contemporary in commenting on a specimen copy makes the following observations:—"The messages are all evidently received from Japan or places west of Japan. The area between Australia and Japan to the east is quite unrepresented. This is natural for boats coming from the west, but it appears that the west-bound boats are worse off: though equipped with wireless apparatus they cannot receive any commercial messages until they come within range of Japan. It would appear incredible that the important British port of Hongkong, the *entrepot* of so much trade and the distributing centre of so much important commercial intelligence, should not yet possess a single commercial wireless station; but such is the fact. Japan, with characteristic enterprise, has gone ahead and established wireless stations, for commercial purposes, all along her coasts and in Formosa, and still the great Eastern port of her ally, Hongkong, while possessing the necessary Naval wireless stations, has not yet thought it necessary to install even one commercial wireless station. When it is considered how useful and interesting these Marconigrams are to passengers by the *Empresses* and other boats, it may be hoped that Hongkong will soon awake to the desirability of not lagging behind the times, and will establish one or more wireless commercial stations without delay." Our readers will be aware that the matter is at the present time having the consideration of the Government, an application having been received from an American firm for leave, to erect a station with monopoly rights for a period of twenty-five years. The Imperial Government has a voice in the matter; and the question is one therefore which cannot be settled off-hand by the Colonial Government. It may be that the Imperial Government will view the project for wireless communication between British Colonies as one of more than local concern, and think it inadvisable to allow the Crown Colonies to grant monopolies to private firms. Moreover, the Eastern Telegraph Co. will probably want to be heard on the subject of the threatened competition. A definite decision, however, cannot be long delayed, for now that the Chinese Government has decided to establish a wireless station on the Pratas Island, and the Philippine Government has promised to erect a station on one of the out-lying islands of the archipelago—in both instances at the solicitation of the Government of Hongkong—a permanent station becomes an imperative need of the Colony, apart altogether from considerations connected with its use for commercial purposes.

The children of members of the Police Force are to be entertained at a juvenile sports meeting which will be held on the recreation ground at Happy Valley on the 27th instant.

In response to an alarm of fire raised about two o'clock yesterday afternoon the Fire Brigade turned out and proceeded to Conduit Road, where a coolie match was alight. They arrived on the scene too late, however, to save the match, which burned rapidly.

We are asked to state that Messrs. Thomas Cook and Son have no connection whatever with Messrs. Clarke, the organisers of the *Cleveland* cruise, and are not associated in any way with Mr. Farmer in arranging the local excursions in connection with the coming visit of American tourists, as reported in an evening contemporary.

Inspector Langley placed six men and a woman before Mr. J. R. Wood at the Magistrate's yesterday on a charge of stealing 17 tons of coal from a godown of the Mitsui Bussan Kaisha. Messrs. Otto Keng Sing and J. H. Gardiner represented the defendants. The case will be heard on Friday.

The Hon. Treasurer of the Alice Memorial and Allied Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—

Wing Kee	\$25
Com. Z. Volpelli	5
B. Britherton Harker	5

Major-General Leonard Wood, Commanding the Department of the East, will succeed Major-General J. Franklin Bell as Chief of Staff at Washington next Spring. It is expected that General Bell will succeed Major-General Wm. P. Duwall as Commanding General of the Philippines Division, and that General Duwall will take the Command General Wood now holds on Governor's Island.

A capital programme has been arranged for the minstrel performances to be given to-night and to-morrow at the Theatre by the U.S.S. "Jolly Tar Minstrels."

Yesterday's Typhoon Warning from the Manila Observatory, to the American Consulate-General, Hongkong, dispatched at noon, read:—"Cyclone or Typhoon E. of the northern Visayas or south-eastern Luzon, moving N.N.W. or N." A second message dispatched at 4 p.m. stated that a cyclone or typhoon was east of the Northern Visayas, or south of Eastern Luzon, recurring north eastward.

Four natives, one of whom was a Lukong, were prosecuted by Sergeant Davitt for being in unlawful possession of opium at Tungshong on Lantau Island. After hearing the evidence Mr. Hallifax fined the first defendant \$60, the Lukong \$50, and discharged the other two.

Acting on information received by wire, the police boarded the s.s. *Shun Lee* on her arrival from Canton yesterday and arrested a native who was alleged to have kidnapped a child. The defendant was charged before Mr. J. R. Wood at the Magistrate, bail was fixed at \$2,000, and the hearing was adjourned.

The *Saturday Review* says:—Really Sir Robert Hart is becoming rather trying. To him years seem to have brought not discretion, but recklessness. It would matter little were it not that everyone naturally thinks that a man who has lived in China for some half a century must know all about the Chinese that can be known. English "Chinamen" can go behind this fallacy. They understand and discount such pronouncements as Sir Robert's latest that in fifty years China will be wholly Westernised. It is doubtful if China can ever be Westernised at all, at any rate as much below the surface. But to talk in this wild way is merely deluding the plain man who is absolutely ignorant of China and the Chinese.

**SUPREME COURT.**  
Tuesday, December 21st.  
IN CRIMINAL JURISDICTION.  
BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PRESIDE JUDGE).

**MURDER CHARGE.**  
Five Chinese were arraigned on a charge of murdering one Wong Tui Lin in Victoria on November 30th. The Acting Attorney-General (Hon. Mr. F. A. Haselard), instructed by Mr. H. L. Denny, appeared for the Crown, and Mr. G. C. Alabaster, instructed by Mr. Shenton, from the office of Messrs. Deacon, Looker and Deacon, appeared for the defence.

Prisoners pleaded not guilty, and the following jury were empanelled: Messrs. John Hands, O. Kramer, K. A. Helm, E. J. da Silva Loureiro, W. P. M. G. O. Alabaster, instructed by Mr. Shenton, from the office of Messrs. Deacon, Looker and Deacon, appeared for the defence.

The prisoners and the deceased were employed in the Cotton Mill, and on the 30th November at 6.15 p.m. as they were leaving the mill the five prisoners attacked the deceased. The story of the prosecution was that the first prisoner stabbed the deceased with a knife, the second held the deceased by the queue, while the other three struck him with iron bars. It would seem that on the previous day the first prisoner and the deceased had a quarrel and a fight, and both were brought before Mr. Gittins, the mill accountant, who fined the deceased ten cents and the other man twenty cents. The deceased was admitted to the hospital the same day suffering from two stab wounds in the abdomen, and he died on the 6th December, death being due to septic peritonitis. On the 30th November the dying deposition of the deceased was taken in the presence of the first prisoner only, but anything he said then could not be evidence against those who were not present. After the arrest of the other defendants a further dying deposition was taken in the presence of the five prisoners.

In the second deposition he said that the first prisoner was the man who stabbed him, but he also said that the fifth defendant helped in the assault. The story of the prosecution was that the five men deliberately attacked the deceased, and the first prisoner who used the knife must be regarded as having intended the consequences of his act, and the others joined in the assault.

The first witness described the attack and said the first prisoner stabbed the deceased. The fight stopped when the "engineer" came on the scene and had the wounds of the deceased dressed.

Cross-examined—There were three other men armed with knives who took part in the assault. They could not be found now. The blows struck by the men with the iron bars were very hard, and he could not explain why there were no marks of the blows on the body of the deceased. Everybody ran off after the fight, and witness did so also because he was afraid of being implicated in the trouble.

A female employee gave evidence of witnessing the assault. Under cross-examination she said she helped to carry the deceased into the office. Two men stabbed him, but one had absconded.

Another employee deposed to seeing the first prisoner stab the deceased with a knife. Under cross-examination he said that the third and fourth prisoners were not present at the fight. He did not see the first prisoner stab the deceased; he merely saw the blood on the knife.

The case for the prosecution having been closed, Mr. Alabaster opened the case for the defence, which was a denial of the evidence submitted by the prosecution. He pointed out that this was a quarrel between Hakka and Pantia. The Crown had called all the Hakkas and arrested all the Pantias.

The first prisoner went into the witness-box and gave evidence on his behalf, denying that he had inflicted the wound.

The hearing was adjourned.

## TELEGRAMS.

[Protected by the Telegraphic Message  
Copyright Ordinances, 1894.]

[ROUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS"]

WARSHIP CONSTRUCTION  
IN GREAT BRITAIN.

LONDON, December 21st.  
The Admiralty on Saturday placed two orders for super-Dreadnoughts.  
One battleship-cruiser is to be laid down immediately and completed in 1912.

## BARONESS VAUGHAN.

LONDON, December 21st.  
The Baroness Vaughan, whom the late King Leopold married last year, is at present in Paris.

## A LONDON FIRE.

LONDON, December 21st.  
The premises of Messrs. Arding and Hobbs, drapers and house furnishers, of Clapham, have been destroyed by fire.

The fire originated in the ignition of Christmas decorations.

Three hundred and fifty employees were on the premises at the time, and in the panic that occurred many jumped from the upper stories.

Three were killed and many were injured.

It is feared that there are bodies in the debris.

## CRICKET.

POLICE "A" TEAM G. BUFFS.  
A match between these teams takes place on the Police Recreation Ground at Happy Valley this afternoon. The police will be represented by Messrs. Cooper, McHardy, McEman, Watt, Sullivan, Glenning, Gerrard, Parr, Cooke, Baker and Grant. Reserves: Messrs. Gourlay, Pattison and Watt.

On Thursday afternoon a selected police team will try conclusions with a team representing H.M.S. *King Alfred* on the Naval Ground at

## TRADE-MARK PROSECUTIONS.

The master of a tea shop in Ko Rhing Street was proceeded against before Mr. J. R. Wood at the Magistrate yesterday for applying a false trade description to a package of tea. After hearing the evidence his Worship imposed a fine of \$100, or six weeks' imprisonment, and ordered the defendant to pay costs amounting to \$900.

Detective-Sergeant Murphy proceeded on board the s.s. *Telemachus* and seized five cases of joss sticks under the Trademarks Ordinance. Before Mr. J. R. Wood at the Magistrate yesterday Mr. P. Sydenham Dixon, of Mr. R. A. Harding's office, applied that these sticks should be confiscated, because they bore a trademark so nearly representing the complainant's as to be calculated to deceive. The hearing was adjourned for a week.

OPENING OF PORT ARTHUR TO  
COMMERCE.

The Japanese Government has decided to abolish the Port Arthur Admiralty and to open the port to commerce, allowing free entry to Japanese and foreign steamers. By this, say Japanese papers, the Government intends to realise its object in maintaining peace in the Far East and equal opportunity in China. This decision will be officially announced before the end of the year.

Referring to the value of Port Arthur as a commercial port, Mr. F. G. Gifford, a director of the Mitsui Bussan Kaisha, remarks that the opening of the port to commerce is a truly gratifying step. Dairen is nominally an unfrozen port. In reality the harbour is frozen over once when the weather is calm during the intense cold of the winter months, while when a strong northerly breeze blows high seas invariably prevail in the harbour, which is not protected by any breakwater, and vessels are thus forced to suspend the loading and discharging of cargo. The present is a season for shipping, and steamers loading this commodity are involved in serious delay, accompanied by heavy expenditure and difficulties, owing to the above circumstances. The situation of Port Arthur is much better. This port is surrounded by hills, and the water in the harbour is deep, while the port is never frozen. Port Arthur, it is alleged, surpasses Dairen far and away as a commercial port. At first it was reported that the proposal to make Port Arthur a coaling station for merchant vessels. The opening of the port to general trade, however, will be welcomed generally by Japanese and foreign merchants. It is to be regretted that the entrance to the harbour is rather narrow, interfering with the movement of large steamers, but this inconvenience can be remedied by cutting a canal between the harbour and Pigeon Bay, so that steamers may come in by the present entrance and depart by another. —*Japan Chronicle*.

## LATEST STEAMER MOVEMENTS.

The Dowdell Line str. *Atoll* arrived at Boston, Mass. on the 17th inst.  
The Indo-China str. *Kuanang* from Calcutta and the Straits left Singapore for this port on the 20th inst.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

December 19th.

**RAILWAY AFFAIRS.**  
The Minister of Posts and Communications has sent two able officers to make a thorough enquiry into the management of the Yuet Han Railway, the finances of which are said to be in a state of chaos. These deputies arrived per s.s. *Fatshan* on the 15th inst. They are reported to be invested with full power to commit to the Magistrate anyone found guilty of malpractice in reference to the railway funds.

**IMPROVED INDUSTRY.**  
*Fatshan* is a great industrial centre and large numbers of women are employed by the various manufacturers. These women are in most cases only acquainted with old-fashioned ways of working and the quality of the articles exported suffers in consequence. To remedy this a *Fatshan* manufacturer is opening a training school, where women are to be instructed in modern methods of weaving and dyeing. There are a large number of applicants for entry to the school.

**AN OFFICIAL DENOUNCED.**  
A gentleman has accused the sub-prefect of Yang Kong of serious misdemeanours. He is charged with accepting bribes, using improper methods of punishment, extortion and inciting the troops under his control to plunder householders and disturb the public peace. The accused has sent proofs of these charges to the Viceroy and petitioned him to investigate the prefect's conduct. On receipt of the documents the Viceroy sent a deputy to make a searching inquiry into the matter.

**A FREE SCHOOL.**  
The great majority of the water population is entirely uneducated, and certain philanthropic men, pitying the condition of the young boys have opened a free school called "Fung Yuen" for their special benefit. They have also invited a theatrical troupe to give a series of performances in the Honan Theatre in aid of the funds.

## A GREAT FIRE.

Fires still continue to cause a great deal of alarm this month, and the amount of damage lately caused has been enormous. At 7 p.m. on Monday last a fire broke out at Shiu Hing Street, and before the flames were put out thirty-one houses were completely destroyed. Shortly after this blaze had been extinguished another broke out in a dyer's shop. In this case there was luckily no great damage done and the surrounding houses escaped.

## A NOVEL SCHEME.

Fire-brigades are institutions of great importance in Canton, and during the last month they have been kept very busy. The brigades are usually under the control of certain "Kai Fong" who raise the necessary money for their upkeep. There is, often a difficulty in raising this money, but where there is a will there is a way, and the following is an account of how one of these brigades was formed and equipped. Near the West Gate outside the Yuen stevedoring "Kai Fong" there is a "Kai Fong" and a lioness. On certain days of the year the superstitious folk of the neighbourhood make a pilgrimage to these objects; those desiring a son praying to the lioness and those wishing prosperity in business praying to the lion. Near the images there are stalls kept by certain of the Manchu community, where incense, candles and joss paper may be bought, and the owners and the stalls make handsome profits. There was lately a fire in the locality and the *Kaifong* determined to have a fire brigade, but no money was forthcoming. They then approached the heads of the Manchu section, and after some delay the stalls were handed over to the *Kaifong*. In a short time enough money was raised by this means to start the desired brigade.

## SALT.

Those interested in the salt trade are in some little fear regarding the steps the Government is likely to take regarding the sale of this commodity. Certain rich merchants of the province in conjunction with other merchants from the Straits have endeavoured to gain the permission of Government to form a salt monopoly, promising to pay in return a very large annual royalty variously quoted from two to twelve million dollars. Certain citizens have sent in a petition to the Viceroy concerning this matter, and in the course of their argument they point out five evils which are likely to arise from the establishment of such a monopoly. The most important point they notice is that salt is a necessity and should in consequence be cheap, but they urge that should the monopoly become an established institution the price is likely to rise and rise and that the public would be quite unprotected from the extortion of the monopoly holders.

As yet nothing definite has been done in the matter, but it is said that the Viceroy is not averse to the proposed monopoly in so much as the increased revenue from salt will go some way towards making up the deficit in revenue which is bound to occur when licensed gambling is put down. There is no doubt that this latter event will take place sooner or later, and but for the question of finance steps would probably have been taken towards its abolition before now. Judging from incidental matters the Provincial Government must be rather tight for money at present. The native papers report that there was a deficit of 60,000 taels in the military estimates of last year which has got to be paid up; many districts are petitioning for an increased police force; an increase of police in Honan recently sanctioned will cause an additional expenditure of over 1,000 taels per month, and in addition to all this the Central Government is clamouring for money. It is no wonder, then, that the higher officials look with some degree of favour on the establishment of a monopoly which will go some way towards filling up the gap.

## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. A. W. Brewin (Registrar-General), Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. Lau Chu Pak, Mr. Ng Hon Tse, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (A.M.O.H.) and Mr. W. Bowen Forlands (Secretary).

## THE KOWLOON SCAVENGING AND CONSERVANCY CONTRACT.

The report of the committee appointed to enquire into and deal with the complaints against the Kowloon scavenging and conservancy contractor was submitted. The committee had imposed a fine of \$100 on the contractor, who, they were satisfied, was fit to carry on the work. The disposal work was not as satisfactory, and the committee had warned him if there was no improvement they would not recommend that he be permitted to continue carrying on the contract.

Hon. Mr. HEWETT minuted—I have not time at the moment to read these papers and would ask that they be returned to me later. There is one point to which I must refer. The rubbish should be taken further away. As it is now handled a considerable portion must find its way on the various beaches in the island according to the state of the tide. Yesterday (Sunday 12/12/09) I went in a launch to Deep Water Bay, leaving Hongkong about 11 a.m. with the tide about quarter ebb. For the greater part of the distance from Sulphur Channel until well into Aberdeen Channel there was a continuous line of refuse floating on the water, ash and other household rubbish. This must all have ultimately been washed up on the shore and would presumably add very considerably to the insanitary condition of Aberdeen and other surrounding fishing villages. The same thing is taking place on other sites on the mainland and the island, as can be proved by anyone who cares to carefully examine the jetties in the neighbouring bays.

The PRESIDENT pointed out, in connection with the minute of the Hon. Mr. Hewett, that steps were being taken to deal with accumulations of rubbish, especially in the neighbourhood of the Sulphur Channel, where the practice had become very bad. This was chiefly due to the foreman of the scavenging contractors, who was in charge of the work of removing rubbish from Kennedy Town slaughter-house. This man had been prosecuted by the police. He kept a watchman who had been seen on the pier waving his hat to a little boat from which rubbish was being dumped off Green Island. It was very difficult to put a stop to this practice, but the speaker sent an inspector out to try to catch men dumping rubbish from the slaughter-house. The inspector saw a man dumping rubbish from a boat alongside a wharf, but as soon as he found out he was observed this man jumped overboard and ran up Jubilee Road. The inspector caught three men, who were fined \$3 each at the Police Court.

Mr. HOOPER—Only \$3! That is very little. The PRESIDENT thought it was owing to some misunderstanding, or because the case had not been pressed home. Since then the Kowloon rubbish boatmen had been caught dumping rubbish, and nine of them were fined \$15 each. The Harbour Master had since sent out a launch, and another lot had been caught. The committee's report would be furnished early next month. He proposed at present to lay it on the table.

## THE OUTBREAK OF FOOT AND MOUTH DISEASE.

The PRESIDENT brought forward a paper in connection with the outbreak of foot and mouth disease at Sassoon's Villa, Pokfulam Road. The Colonial Veterinary Surgeon reported that the outbreak in shed 3 and the adjoining small sheds was now at an end. Two calves and one cow had died, but not from foot and mouth disease. The C.V.S. therefore recommended that the sheds be no longer regarded as an infected area.

## GERMAN NAVAL CONSTRUCTION.

## THE VULCAN SHIPYARD COMPANY.

The new shares of the Vulcan Shipyard Company, increasing the capital from \$500,000 to \$750,000, will be issued at a premium of 70 per cent., says the *Times* Berlin correspondent writing on the 25th, all the premium and 25 per cent. of the nominal value will be paid up at once, and the balance of 75 per cent. will be called up as required, but in any case not later than December, 1911. An issue of \$500,000 Four-and-a-Half per Cent. Mortgage Bonds was also authorized at yesterday's meeting. One half of this amount is to be issued at once.

The new issues are required by the extraordinary development of the Vulcan undertaking, which, as fully explained in *The Times* of April 14, has grown *pari passu* with the development of the German navy, but especially by the new establishment at Hamburg, where the Vulcan Company is building the *Breder* *Heinrich*, the first of the third and newest type of German Dreadnought. It was definitely stated at yesterday's meeting that this ship is too large to be built at Sietlin, where the *Rheinland*, one of the first batch of German Dreadnoughts, was built. The turbines and boilers will be constructed partly at Sietlin and partly at Hamburg.

It was stated yesterday that the company, which is paying a dividend of 12 per cent., has a surplus in hand to the value of \$2,650,000, while promising negotiations with regard to various new contracts are in progress. The negotiations were said to refer to the construction of both warships and merchant vessels, both for Germany and for abroad. In this connection it will be remembered that various German journals were able to participate accurately 12 months ago that the participants around would officially "place" only a few weeks ago.

The retiring British Consul-General in Berlin, Dr. Paul von Schlabach, has been elected a director of the Vulcan Company.







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANGS CODES: A.B.O. 5th Ed-Letter's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## X'MAS &amp; NEW YEAR HOLIDAYS.

IN Terms of GOVERNMENT NOTIFICATION No. 804 of 17th December, 1909, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on the following days:—

SATURDAY, the 25th December.

MONDAY, the 27th.

SATURDAY, the 1st January.

MONDAY, the 3rd.

By Order,

A. R. LOWE,  
Secretary.

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## X'MAS &amp; NEW YEAR HOLIDAYS.

IN Terms of GOVERNMENT NOTIFICATION No. 804 of 17th December, 1909, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on the following days:—

SATURDAY, the 25th December.

MONDAY, the 27th.

SATURDAY, the 1st January.

MONDAY, the 3rd.

By Order,

A. R. LOWE,  
Secretary.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 23rd inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 21st December, 1909. [16]

## HONGKONG JOCKEY CLUB.

MEMBERS requiring PRIVATE STAND and STABLE ACCOMMODATION in the Jockey Club Compound are requested to apply to the undersigned.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 15th December, 1909. [1526]

## BEKANNTMACHUNG.

DIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton worden während des Jahres 1910 im "KATASATISCHEN LLOYD der CANTON WEEKLY NEWS" und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.

Canton, den 15. Dezember, 1909. [1544]

## LOST.

ON HARBOUR ROAD, the Peak, YOUNG ROUGH HAIRED THIRTEEN YEAR OLD, Brown, wearing collar bearing neither name nor license number. Finder please communicate with Peak Police Station or Office of this Paper.

Hongkong, 20th December, 1909. [1551]

## NOTICE.

IN Terms of GOVERNMENT NOTIFICATION No. 804 of 17th December, 1909, the following days will be observed as BANK HOLIDAYS:—

SATURDAY, 25th December.

MONDAY, 27th.

SATURDAY, 1st January.

MONDAY, 3rd.

Hongkong, 20th December, 1909. [1552]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. 4th CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

## PABST EXTRACT.

best TONIC for keeping in perfect health in the Tropics.

Liquid Food in predigested form, for bracing, soothing and toning the weakest. Highest recommended by the local profession in cases of DEBILITY, MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS, DYSPEPSIA. Samples on Application.

Also Just Received: PABST (American) BEER, in barrels or 20 bottles. In view of the Arrival of the American Fleet in a few days, please order early, as our stock is limited.

SIEMSEN & Co., Agents.

Hongkong, 14th December, 1909. [1519]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE. Wholesale and Retail. Importers of P. L. and S. L. Cokes, Irons, General Storekeepers and Shipchangers. Nos. 35 & 37, Harcourt Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

## NEW ADVERTISEMENT

## PUBLIC COMPANY

## CAMPBELL, MOORE &amp; CO., LTD. NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Co.'s Office, 14, Des Voeux Road, Central, First Floor, on the 29th December (WEDNESDAY), at Noon, for the purpose of receiving the Report and Statement of Accounts for the Eighteen Months ending 30th June, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from 22nd to the 29th December, both days inclusive.

By Order,

F. ELLIS,  
General Manager.

Hongkong, 15th December, 1909. [1523]

## INSURANCES

## NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,  
Hongkong, 18th August, 1909. [1083]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £1,212,310.

I. Authorized Capital ..... £5,000,000  
Subscribed Capital ..... 3,275,000  
Paid-up Capital ..... 1,212,500 0 0  
II. Fire Funds ..... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that MEETING of the above named Company will be held at the Office of Messrs. SHEWAN, TOMES & Co., Victoria, Hongkong, on THURSDAY, the 30th day of December, 1909, at 3 o'clock in the afternoon, for the purpose of considering and if thought fit, passing the Subjoined Resolution, that is to say:—

That the Articles of Association of the Company be altered

1. By inserting therein immediately after paragraph 4 of Clause VIII a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the member of the Class provided such agreement shall be before the Special Resolution is passed.

Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the Shares of the Class or for the allotment of shares of the Class or for the payment of a dividend or bonus or for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority or not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be entitled in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such moneys and the General Manager shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle in same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that such payments shall be made to any member upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Manager. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1900, and the General Managers may appoint any persons to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation to a further Extraordinary General Meeting which will be subsequently convened.

Dated the 21st day of December, 1909.

By Order,

SHEWAN, TOMES & Co.,  
General Managers.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-DAY (WEDNESDAY), the 22nd DECEMBER, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street, WHITE WITNEY, BLANKETS, LACE CURTAINS, HAND-EMBROIDERED PILLOW CASES, TOP SHEETS, BLEACHED SHEETING, WAIR SHEETING, SATIN QUILTS, TRAVELLING RUGS, TOWELS and BATH SHEETS, DOUBLE DAMASK TABLE CLOTHS and SERVIETTES, &c., &c., &c.

A VALUABLE ASSORTMENT OF X'MAS TOYS and JEWELLERY. (Suitable for X'mas Presents). The above are all just unpacked. On View on TUESDAY, P.M.

Terms:—As Usual.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 17th December, 1909. [1534]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Commander J. DA CUNHA LIMA, to Sell by Public Auction, On THURSDAY, the 30th December, 1909, at 5 P.M., on board, as she now lies off The Hongkong and Whampoa Dock Co.'s Dock at Hung Hom, The Late Gunboat "RIO LIMA,"

Extreme Length 169 ft. 6 ins.  
Length on Water Line 150 ft. 3 ins.  
Extreme Breadth 27 ft. 7 ins.  
Displacement 635 tons.  
Draft Forward 10 ft. 0 in.  
Aft 11 ft. 2 ins.

Engines:—Compound Surface Condensing (Horizontal) by Laird Brothers, Birkenhead.  
BOILERS:—(2) Cylindrical, 4 years old. Working Pressure 60 lbs. per square inch. The Vessel is now open to inspection (Sunday excepted).  
Inspecting Orders can be obtained from the Auctioneers.

Terms:—Cash before Delivery, 25 per cent. of the Purchase Money to be paid on the fall of the Hammer, Balance and the clearance to be effected within 7 days after the date of sale.

Anchors and Chains to be sold with the Ship. For further particulars apply to the Auctioneers.

A Steam Launch will leave Black Pier at 2.30 P.M., to convey intending purchasers.

Terms:—As Usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 20th December, 1909. [1548]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On FRIDAY, the 24th December, 1909, commencing at 11 A.M., at the Hongkong and Kowloon Godown Co.'s Godown No. 18 (Kowloon), 124 BALES RAW SILK, 114 BALES WASTE SILK.

More or less damaged by water ex s.s. "PRINCE LUDWIG."

Terms:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

Hon Kong, 20th December, 1909. [1547]

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction, to be held TO-MORROW (THURSDAY), the 23rd day of December, 1909, at 3 P.M., at the Office of His Excellency the GOVERNOR, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at TOWKIAN, comprising portions of the Joreshore and sea bed, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Compensation for Trees	Area in Acres	Pre-emption
1	At the foot of the hill, between the road and the sea, near the old TOWKIAN, comprising portions of the Joreshore and sea bed.	100 ft. by 100 ft.	100	1.00	15,760

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On TUESDAY and WEDNESDAY, the 28th and 29th December, 1909, at 10 A.M., H. M. NAVAL ESTABLISHMENTS, SUNDRY OLD and SURPLUS NAVAL and VICTUALLING STORES,

Comprising:—Old and Surplus Naval Stores:—FIRE ENGINE, HOSES, LAMP and LANTERN, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, SWITCHES, HYDRAULIC PUMP, GOAT SACKS, CANVAS BAGS, OLD INDIA RUBBER, OLD LEATHERS, CARPETS, MATS, TINGS, OLD BOATS, FURNITURE, &c., &c.

Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, OFFICERS' MESS TRAPS, (A Quantity of Electro-plated Articles and MESS UTENSILS, OAK STAVES, &c., &c.) Catalogues will be issued.

Terms of Sale:—As Customary.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 17th December, 1909. [1532]

## X'MAS GOODS

## CARDS, CRACKERS, DOELS, STAMPS, &amp;c.

## GRACA &amp; CO.

27, Des Voeux Road.

[1529]

## ENTERTAINMENT

## THEATRE ROYAL.

## UNDER the Distinguished Patronage of H. E. THE GOVERNOR.

## A GRAND MINSTREL PERFORMANCE.

## BY THE MINSTREL TROUPE OF THE U. S. NAVY CRUISER "WEST VIRGINIA," AT THE THEATRE ROYAL TO-NIGHT &amp; TO-MORROW THE 22ND AND 23RD DECEMBER, AT 9 P.M.

## PROCEEDS IN AID OF THE CHINESE Y. M. C. A.

TICKETS:—\$3, \$2 &amp; \$1.

BOOKING AT S. MOUTRIE &amp; Co.

Hongkong, 16th December, 1909. [1527]

## THEATRE ROYAL, HONGKONG.

## 4 NIGHTS ONLY 4 COMMENCING MONDAY, DECEMBER, 27TH, THE BANDMANN No. 1 COMEDY CO.

## MONDAY, 27TH, The Funniest Comedy of the Season THE EARLY WORM.

60 Laughs in 60 Minutes.

TUESDAY, 28TH, The Latest London Success, THE BEST PEOPLE.

From Wyndham's Theatre, London.

WEDNESDAY, 29TH, The Famous Comedy, FACING THE MUSIC.

From the Garrick Theatre, London.

THURSDAY, 30TH, Sir John Hare's Great Play, A PAIR OF SPECTACLES.

From the Garrick Theatre, London.

BOOKING AT MOUTRIE'S. PRICES AS USUAL: \$3, \$2 AND \$1. [1549]

## "SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from SIEMSEN &amp; Co. (Machinery Dept.), Hongkong, Sole Agents.

Hongkong, 8th December, 1909. [1494]

## NEW CARTRIDGES.

By popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 35SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT &amp; Co.

Hongkong, 26th October, 1906. [1314]

## HAM AND BACON

## "HONEY-SUCKLE" BRAND

HAMS AND SIDES AT 60 CENTS PER LB.

SHOULDERS AT 45 CENTS PER LB.

THE DAIRY FARM CO., LTD.

[1526]

## TO LET

## TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to:—HEUTRE BROCKELMANN &amp; Co. Hongkong, 20th September, 1909. [911]

## TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to:—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LD. Hongkong, 1st December, 1909. [1340]

## TO LET.

STORAGE FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT No. 25 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

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## TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to:—HO U MING, 81, Queen's Road Central. Hongkong, 8th December, 1909. [1177]

## TO LET OR FOR SALE.

DERRINGTON, PEAK ROAD, No. 8, SHEORCLIFFE, Garden Road, 7.

For Particulars apply to:—C. SCHROETER, King's Buildings, 11th, Care of Garra, Byrner &amp; Co. Hongkong, 1st December, 1909. [1140]

## TO LET.

NO. 3, MORRISON HILL. Immediate entry.

Apply to:—Messrs. JARDINE, MATHESON &amp; Co., Ltd. Hongkong, 10th December, 1909. [1500]

## TO LET.

GODOWNS Nos. 7, 9 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point). Immediate Possession. Rent exceptionally moderate.

Apply to:—KAM TOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [977]

## TO LET.

IN NO. 6, DES VOEUX ROAD CENTRAL, ONE GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, VICTORIA BUILDING, Rooms suitable for Office.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASSOON &amp; Co., Ltd. Hongkong, 19th December, 1909. [1054]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON &amp; Co., Ltd.

Apply to:—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st December, 1909. [818]

## TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to:—F. X. D'ALMEIDA &amp; CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [936]

## TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to:—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st December, 1909. [98]

## TO LET.

NOS. 20 and 21, PRAYA, KENNEDY TOWN. Two Extensive Two-Storeyed Semi-Detached Godowns; Ground Surface of Cement Concrete.

No. 1A, PRAYA, KENNEDY TOWN, One Extensive Two Storeyed Godown.

All are in First-Class Condition, suitable for storing Rice, Flour, etc.

Rents moderate.

Apply to:—DAVID SASSOON &amp; Co., Ltd. Hongkong, 8th November, 1909. [1396]

## TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon &amp; Co., known as 21, Whitefield, Shanklin Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton Kowloon Railway. CHELTENDAL (furnished). No. 100, Peak, February to October, 1910.

The EYRE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well-suited for Office.

No. 25, SHEPPARD STREET (new House), Godowns in Duddell Street.

HOUSES in BEILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rental.

FOR SALE:—TOR CHAST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to:—LINDSEY &amp; DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 15th December, 1909. [100]

## TO LET

## TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"LAN MOI," Peak Road. Six Roomed semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 49, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &amp;c.

Apply to:—HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [1258-1471]

## TO LET.

NO. 2, OLD BAILEY. Possession from 1st December.

Apply to:—ARRATTON V. APCAR &amp; Co., 14, Des Voeux Road. Hongkong, 15th November, 1909. [1388]

## TO LET—FURNISHED.

"TANTALLON" 126A, BARKER ROAD. Rent \$225 per Month. Seen by appointment only.

Apply to:—GODDARD &amp; DOUGLAS. Hongkong, 9th December, 1909. [1497]

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A HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE, OFFICES TO LET, No. 2, Connaught Road, 2nd floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.



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UNVARIED FOR  
THE SAME TO DAY AS IN 1746.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [52]



**APIOLINE**  
(CHAPOTEAUT)  
LADIES  
For functional troubles, delay, pain and those irregularities peculiar to the sex.  
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.  
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Sold by all Chemists.  
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**THERAPION**  
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In a remarkably short time, often a few days only, it cures all diseases of the blood, skin, and mucous membranes, restores the normal functions of the organs, and cures all diseases of the blood, skin, and mucous membranes.  
**THERAPION No. 2**  
For blood poisoning, bad legs, spots, blotches, eczema, and all diseases of the skin, it is the most effective remedy.  
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For rheumatism, neuralgia, sciatica, and all diseases of the joints, it is the most effective remedy.  
The above Trade Mark is a trade mark of the word "THERAPION" as it appears on British Government Stamp added to every genuine package.

ON SALE.  
BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1909. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 9th August, 1909.

## For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

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| Guarded against Infection.    | Calvert's 20% Carbolic Soap.          |
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Which meets your special need?  
Each suits the climate.

### SCIENTIFIC MISCELLANY.

**EARTH SURVEYS BY PENDULUM**—OUR DOUBLE ATMOSPHERE—SWEDISH ELECTRIC IRON—THE GAS TUGBOAT—COOKING IN ALUMINUM—FRENCH FORESTRY—SWEDISH FUEL—AN AUSTRIAN FIRE ENGINE—METAL HARDNESS IN COLD—A NEW ITCH.

The site of a vanished mountain range in India was curiously revealed by the pendulum some years ago, late observations having confirmed the discovery. The pendulum, as is well known, is deflected from the vertical by mountains, and in 1902 Col. Burrard, travelling southward, found that the northward deviation gradually diminished, then was followed by a deviation southward, that increased, reached a maximum, diminished, and was at last succeeded by a new deflection to the north. These observations, on the vast plain of northern India, could be explained only by assuming the presence of dense rocks where had once been a mountain range parallel to the Himalayas and 250 to 350 miles farther south. Since 1904 the pendulum has been taken along two lines perpendicular to the axis of the Himalayas—extending from Chutra, to Sandakphu and Amritsar to Multan—and these observations show that the deflection 250 miles south of the Himalayas may be due to a buried range, although some effect must be attributed to the deep depression between this place and the Himalayas.

Balloon soundings have gradually separated the air into two layers so distinct as to form really two atmospheres. The lower, up to eight or ten miles, grows colder with height, is the region of clouds and weather disturbances, contains two-thirds or three-fourths of the oxygen and nitrogen, still more of the carbonic acid gas, and practically all of the water vapour. The upper layer, dry and calm, floating on the lower much like oil on water, has a temperature that is fairly uniform or rises with increase in height from the earth.

Electric smelting has made such progress in Sweden that a ton of pig-iron produced by electric energy from natural water-power is estimated to cost about three-fifths as much as the charcoal for a ton in the ordinary Swedish furnace. The life of the electric oven is longer than that of the blast-furnace, and the iron produced is of excellent quality.

The new suction-gas tugboat that has been tried this season promises relief from the smoke nuisance along the Rhine. Between Mayence and Cologne the dense clouds from continually passing tugboats have been a source of great annoyance, and have been ruining fine residences and valuable vineyards along the banks of the river. The *Kruppcher II*, the first of the new type of boats, has successfully steamed the strong current with cargoes of 350 tons in tow, proving very economical as well as smokeless. The lighter brown coal used is mined in the Rhine provinces and supplied at very low cost, and is fed into the producers by a simple automatic arrangement, with a great saving in labour. The cost of fuel for the gas engines is found to be from 50 to 70 per cent. less than that for the steam tugs now used.

To determine the possible contamination of foods by aluminum kitchen utensils, a German chemist has boiled aluminum foil in fresh and sour milk, wines, mineral waters and ten per cent. solutions of salts in common use. The boiling continued half an hour, and the foil showed no appreciable loss of weight from the action of sweet milk, red and white wine, sodium chloride, sodium nitrate, potassium iodide, potassium sulphate and potassium nitrate. The sour milk produced some loss of metal. The mineral waters, however, attacked the aluminum energetically, and the sodium bicarbonate, calcium sulphate and magnesium sulphate solutions also had strong action.

A little more than a century ago, 2,500,000 acres in the Landes, France, were shifting sand dunes and disease-breeding mazes. The planting of pines has changed this to one of the most productive and healthful in France. Great forests have taken the place of the sand dunes and marshes, and the wood, charcoal, turpentine, resin and other industries have brought prosperity to what was the most desolate region in the country. Forests now cover 13 per cent. of France or 23,500,000 acres, cost annually 95 cents an acre, and yield a yearly income of \$5,000,000.

The bogs of Sweden, it is now estimated, would yield 10,000 million tons of air-dried peat. Compared with present coal imports, this would supply the country with fuel for 1,500 years.

A new electric fire-pump for the town of Waltham-on-Avon, built by the manager of the municipal electric station, is designed to throw more than 100 gallons of water through two lines of hose to a distance of 125 feet. The pump, motor and accessories are mounted on a four-wheeled horse-drawn car, and room is provided for resting four men in front and giving standing space to three in the rear. A ten horse-power 150-volt three-phase motor drives the pump. The motor on reaching a fire is connected to the electric mains by plug contacts or by hook couplings, and, as several hundred yards of cable can be carried, the pump can be operated in almost any place desired. In a height of 50 yards a stream was being thrown to an arrival. The advantages claimed included increased rapidity in getting into working order; reduced first cost, weight and space requirement; increased simplicity and safety in operation; and reduction in wear, tear and cost of operation. For a fire-extinguisher for factories, theatres, farms, etc., the same type of engine will be mounted on a two-wheeled barrow, to be used by one man.

In testing the effect of cold on hardness, F. Robin has tried bars of metals two inches long and one inch square, upon which a falling lead gave a blow of three tons. Three freezings mixtures were used—ice and calcium chloride producing a temperature of 4 deg. F. below zero; carbon dioxide snow and 95 per cent. alcohol, 112 deg.; and liquid oxygen and a very large proportion of nitrogen, 300 deg. below. Ordinary steel was greatly hardened in liquid air, the increase beginning suddenly at 112 deg. vanadium steel, molybdenum steel and rapid-cutting steel were but slightly hardened by the greatest cold. Quenched steels showed considerable change. Cast antimony was much harder, but aluminum, copper, lead, tin and nickel were little affected.

Cement-makers' itch, one of the latest diseases due to occupation, is an intense itching resembling that of scabies, but instead of being caused by a parasite, it results from some chemical or mechanical action on the skin not yet understood.

### "THE BRONCHO BUSTER."

(BY THE HORSE'S OWNER.)

Streaming with perspiration, half-blinded by dust, and clinging with numb but tenacious fingers to the end of a hard twist rope, we were dragged round the corral for the second time. "Let go," gasped my partner, "we shall have to numb him to the bone." "And break his neck," I suggested, "not much." "Stay with it!" And again we made a protesting, agonising circle, the ugly red roan at the other end of the rope still untired, and still apparently revelling in the ease with which he could drag mere men in the dust. "Why?" he was probably asking himself, "why did his brethren capitulate to such feeble antagonists?"

But the "feeble antagonists" were fortified by the anger of humiliation, and for a brief moment held their captive with legs spread wide, nostrils distended, and head held obstinately low. We breathed again, and my partner commenced to work his way gingerly up the rope towards the horse's head in approved fashion. In a flash it went up, and still up, and the fore feet with it, striking frenziedly at the air, and descending with a third of obstinate defiance. Then, as though some fresh caprice had seized on its equine imagination, the horse turned, pirouetting on his hind legs like a ballet dancer, and dashed madly up the centre of the corral, leaving us seated in the dust. It was at this unfortunate moment that I became aware of our audience. He sat perched on the topmost rail of the corral in a blue shirt and tattered Angora chaps, smoking a cigarette and not even smiling. I nodded. So did he, and we adjourned to our 15 by 20 house.

In Europe our horse would have been called a hut, a hovel, or a slanty. In the United States, a shack, a cabin, or a lean-to; in the Canadian West it was—as I have said—a house. Our guest spoke twice during the meal—a fair average of table conversation for the Westerner—then we returned to the corral. The roan was amusing himself by trailing the hard twist rope at a gentle trot until it touched his heels, and then stopping to kick it viciously.

"Say," said the visitor, in a weary drawl, "you want this plug broke, don't you?" We admitted that such had been our intention, though he might not have thought it from our efforts. "Well, I'll fix him," he said slowly, and without the least assumption, "you go and sit down some place." He stopped desirously, and picked up the rope end, carrying it round to the small of his back with his right hand, and grasping it firmly in front of him with the left. Then he braided his short, fur-clad legs and waited to be jerked into the dust. But there was a vital error somewhere in our calculations. The jerk came, but the man stood firm, and the horse swung involuntarily round to face his adversary. He, too, seemed to doubt the evidence of his eyes—the thing was so obviously impossible. But again and again it was repeated, the frightened rush to right or left always ending in a sudden check and turn, so that man faced horse.

Presently, hand over hand, without haste or hesitation, the man felt his way up the rope towards the horse's head, and with secret satisfaction he watched the roan answer these tactics as he had our own, rearing, striking with his fore feet, and descending with legs as granite pillars. But the man had given up rope, and now he was halfway to the horse's head, clear by perhaps a yard of the beating hoofs and creaking some horse language in a low, persuasive undertone. The animal stood stock still, seemingly to listen, with ears pricked and legs set wide, while the man's hand crept out and touched his nose, stroking it gently with a finger, two fingers, the palm of the hand, finally working up to the side of the head to the tight-drawn nose about the neck, for all the world as one would tickle a trout. Very gingerly this was

loosened, the slack rope formed into a loop, passed through it and over the animal's nose. And so, for the first time in his life, Mr. Roan felt the unwelcome pressure of a head halter.

He did his best to show his disapproval, but it was an easy matter to hold him now, and to pull him first this way, then that, protesting every foot of lost ground, but always forced to concede it at last. The patience of the man was inexhaustible. At the end of a full half hour's apparently fruitless "pulling," with slow movement and unrelenting brow he would again feel his way along the rope to soothe the frenzied animal with murmured encouragement and gentle strokings.

The end came suddenly, as it often does. In answer to a more than usually severe pull, the horse advanced two steps, and took three more of its own accord. It had discovered that by this means it could not only slacken the pressure of the rope on its nose but apparently satisfy the detestable little man with the furry legs, for he promptly turned a nonchalant back, and strode round and the corral, with the horse following like a dog. "Get my saddle," he said, as he passed us. But the man found it necessary to draw the line somewhere. The halter, though undesirable, had been bearable, but for the ungainly structure of leather to be strapped to one's back, converting one's grace of line into the lumpy ugliness of a dromedary, was sheer insult. He reared and struck, snorted and kicked.

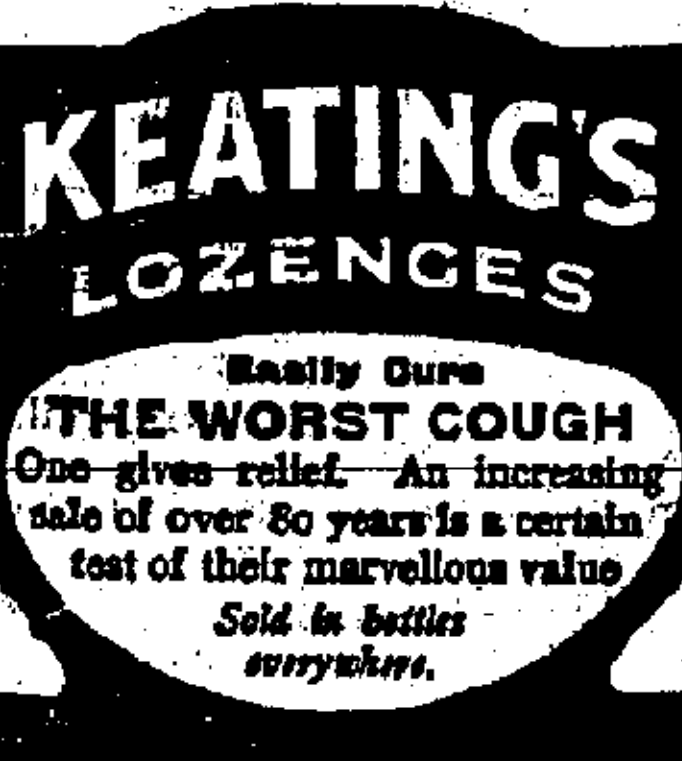
Very well. The detestable little man seemed equally content. He snubbed the rope to a corral post, felt his way along it, and after rubbing the bridle over the animal's face, slipped the bit between its teeth. Then he unhooked the rawhide lead from his saddle. A turn of the wrist and the horse's fore feet were in the moon. A quick jerk and they were drawn together so that he stood, swaying perilously. In a twinkling the rawhide was snubbed to the fence, the saddle cinched into position, and the roan stood tasting for the first time the vile discomfort of a tightly-buckled girth. He shook his mane defiantly, beat the air with his trussed fore legs, and finally resorted to the "buck"—a ducking of head, hunching his back, and leaping into the air. Twice this was repeated, and then, oh, ignominy! the detestable little man's puny weight was thrown on the rawhide rope, and the roan landed sprawling in the dust.

By the time he had scrambled to his feet the halter rope was slipped from about his neck, and the man was in the saddle. For a full minute the horse stood, sulkily digesting this surprising condition of affairs. The weight of him was a mere nothing, neither did his furry legs press unduly, what more simple than to throw in from the dust? But at the first "buck" something pricked the horse's ribs; at the second the process was repeated, and at the third a black felt had descended and "dusted" him from ear to tail. Round and round the corral they sped. The horse "bucking," twisting, and squealing with rage; the man shaken and jolted like a rag doll, yet whooping triumphantly. Whether the horse had "bucked" himself out, and settled into a steady, obedient gallop, the man drew rein, slid off over his flank, and came towards us with the rolling, bandy-legged gait of the born rider. "Got any bad horses?" he inquired.

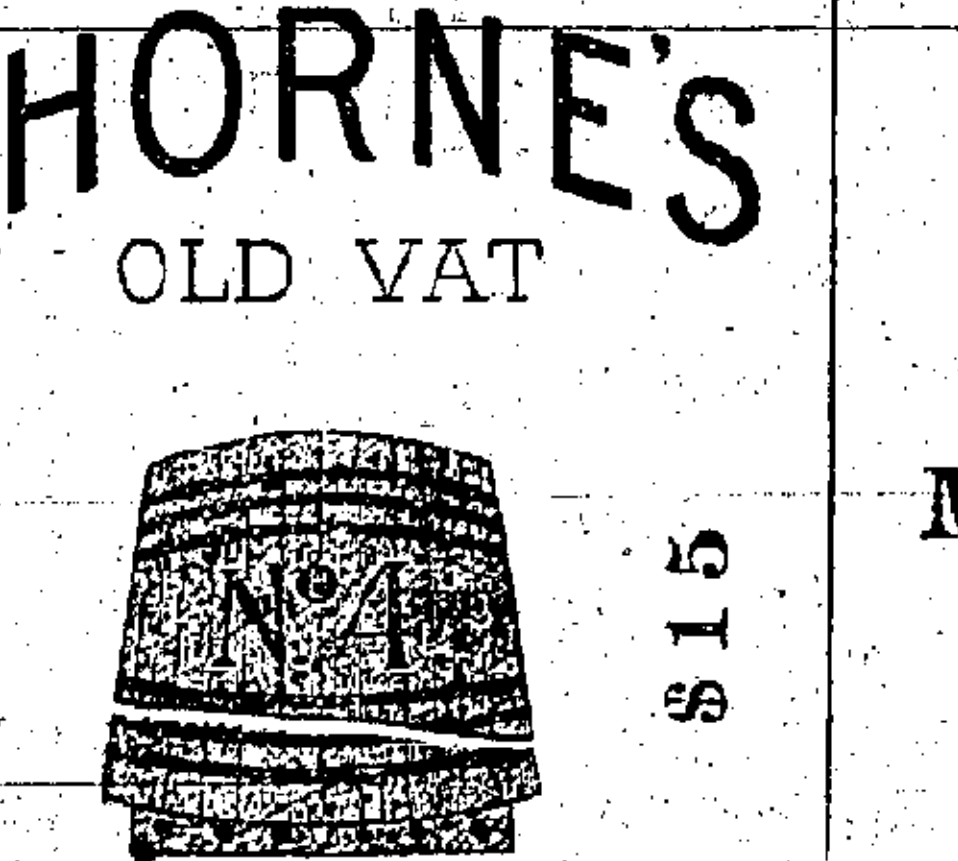
### THE ROYAL COLONIAL INSTITUTE.

NEW MONTHLY REVIEW.

In connection with the efforts which are being made to "energise" the Royal Colonial Institute, it has been decided that an up-to-date Review of the Institute's work, and of the most effective means of widening its popularity and sphere of influence and increasing its usefulness, should be published. Accordingly, the existing Journal (which it has been customary to publish only during the lecture season, i.e., during eight months in the year) together with the Annual Volume of Proceedings, will be discontinued, and replaced from January 1, 1910, by a monthly Review, under the title "United Empire," the motto of the Institute. The new Review will be considerably larger in size than the old Journal, and will endeavour as far as space permits to cover the whole field of Imperial activities. It will include editorial notes dealing with current questions of interest, papers by Fellows of the Institute, notes from the overseas Honorary Corresponding Secretaries, and a monthly record of notes and news covering not only the British Empire, but the Colonial possessions of other Powers. "United Empire" will be edited by Mr. Archibald R. Colquhoun, who has long been an active member of the Royal Colonial Institute. It will be supplied free to Fellows, and will be published to non-Fellows by Sir Isaac Pitman and Sons at the price of one shilling.



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No matter what we may say about Bovril, nothing can speak so strongly to you as an actual trial of Bovril itself.

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CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

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LONDON - - - - - APRIL 23rd.

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SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamship Service by the S.S. "KORU MARU" and "SAKIO MARU" (2,877 tons each) as follows—

NORTH-BOUND.			
Leave—Shanghai (Steamer) ...	Thursday	Saturday or Sunday	
Arrive—Dairen ( " ) ...	Saturday	Monday or Tuesday	
Ar. — Mukden ...	Sunday	Tuesday	Friday
Ar. — Changchun ...	"	"	"
Ar. — Harbin (Russian Train)* ...	Monday	Wednesday	Saturday
Ar. — Harbin ( " ) ...	"	"	"
Connecting at Harbin with {	State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Pet'g.
SOUTH-BOUND.			
Leave—Harbin (Russian Train)* ...	Tuesday	Thursday	Saturday
Arrive—Changchun ( " ) ...	"	"	"
Ar. — Mukden ...	Wednesday	Friday	Sunday
Ar. — Dairen ...	"	"	"
Ar. — Shanghai (Steamer) ...	Friday	Sunday	Tuesday

\*Russian Train Time is 23 minutes earlier than S. M. E. Time.

**TICKET AGENCIES**—The Company's Railway and Steamship Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

**RAILWAY HOTELS**—YAMATO HOTEL (Tel. Ad. "YAMATO") At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

**FUSHUN COAL.**

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

**SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.**

Tel. Ad. "MANCHU." Codes: A.B.C., 5th Ed., A.I., and Lieber's. [137-122]

### PASSENGER SEASON 1910.

## IN 25 DAYS TO ITALY

BY THE  
**MAGNIFICENT N.D.L. LINERS:**

TONS REG.

"PRINCESS ALICE" - - 10,911 - - ON MARCH 23RD.  
Capt. P. GROSCH.

"KLEIST" - - - - - 9,000 - - ON APRIL 6TH.  
Capt. O. FAHNEZ.

"PRINZ LUDWIG" - - 9,630 - - ON APRIL 20TH.  
Capt. F. v. BYNZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELCHERS & Co.,  
GENERAL AGENTS.



## SHIPPING.

## ARRIVALS.

ASCANIA, German str., 1,291, Clausen, 21st Dec.—Wuhu 16th Dec, Rice—Hamburg—America Line.

BEDFORD, British cruiser, 9,800, E. H. Horbert, 21st Dec.—Shanghai 18th Dec.

FRANKLYN, British str., 1,161, W. H. Splatt, 21st Dec.—Philadelphia via Durban 20th Nov. Case Oil—Standard Oil Co.

HATMUN, British str., 656, J. W. Evans, 21st Dec.—Swatow 20th Dec, General—Douglas, Laprak & Co.

KHONGWAI, German str., 1,115, J. Kahlor, 21st Dec.—Bangkok 12th Dec, Rice and Teakwood—Butterfield & Swire.

KIANG PING, Chinese str., 1,222, Uden, 21st Dec.—Canton 15th Dec, General—Chinese.

KURICHOV, British str., 1,240, W. B. Brown, 21st Dec.—Tientsin 12th Dec, General—Butterfield & Swire.

KUMANO MARU, Japanese str., 3,147, M. Winckler, 21st Dec.—Yokohama 11th Dec, General—Nippon Yusen Kaisha.

KUTSANG, British str., 4,200, R. C. D. Brady, 21st Dec.—Singapore 19th Dec, General—Jardine, Matheson & Co.

OCEANIC, French str., 5,132, Sellier, 21st Dec.—Marseilles and Saigon 18th Dec, Mail and General—Messageries Maritimes.

RUH, British str., 1,618, R. W. Almond, 20th Dec.—Manila 18th Dec, General—Shewan, Tomes & Co.

SEXTA, German str., 992, N. Jensen, 20th Dec.—Tegal, 12th Dec, Sugar—Java-China—Japan Line.

WONGKOL, German str., 1,119, W. Roher, 21st Dec.—Bangkok 9th and Swatow 20th Dec, Rice and General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

21st December.

ASCANIA, German str., for Canton.

FRANKLYN, British str., for Shanghai.

HATMUN, Jap. str., for Singapore.

HONG WAI, German str., for Amoy.

KIANG PING, Chinese str., for Canton.

KUETCHON, British str., for Canton.

SINGAN, British str., for Hoihow.

SINSHU MARU, Japanese str., for Swatow.

TJIBODA, Dutch str., for Yokohama.

## DEPARTURES.

21st December.

FOOSHING, British str., for Milko.

HATMUN, British str., for Swatow.

HONGKONG, French str., for Haiphong.

HIN CHANG, Chinese str., for Shanghai.

JAPAN, British str., for Singapore.

NINPO, British str., for Shanghai.

ONGANG, British str., for Hongkong.

PEMBROKESHIRE, British str., for Shanghai.

PERSEUS, British str., for Amoy.

SHANGHAI, British str., for Shanghai.

SYRIA, British str., for Haiphong.

THAN, British str., for Europe.

TOKIN, French str., for Europe.

## SHIPPING REPORTS.

The German str. *Kongwai* reports: Strong N.E. monsoon and big sea.

The British str. *Haimun* reports: Had fresh N.E. winds and fine cloudy weather.

The British str. *Rubi* reports: Moderate to fresh monsoon and high sea to the South.

## VESSELS IN DOCK.

December 21st.

KOWLOON DOCK—H.M.F.S. *Rainha*, *Amelia*, *Hilary*, *Rio Lima*, *Pronto*, *Ouang*.

TAIKOO DOCK—*Hewitt* *Iben*.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONVENTUAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA".

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 25th December, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mora," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, express cargo for London, &c., will be conveyed from Bombay by the R.M.S. "DELTA," due in London on the 19th February, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th December, 1909. [1]

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

## THE STEAMERS

"PEMBROKESHIRE" (LATE "SEGURA")

AND

"CARMARTHENSIRE,"

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG, as above about END OF JANUARY, and BEGINNING OF MARCH, respectively.

N.B. "Pembroke" calls at Marseilles.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 14th December, 1909. [1461]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	F. & C. S. N. Co.	On 25th inst., a Noon.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON, ROTTERDAM & AMSTERDAM	PALAWAN	Brit. str.	—	C. E. Longdon, R.N.	F. & C. S. N. Co.	About 29th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CALEDONIAN	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 19th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 5th Jan.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	V. Dokhorn	HAMBURG-AMERICA LINE	On 15th Jan.
COPENHAGEN & BALTIC PORTS	INDIEN	Swed. str.	—	—	MELCHERS & Co.	On 15th Jan.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYNESIE	French str.	—	—	MELCHERS & Co.	On 3rd Jan., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 5th Jan., at D'light
MARSEILLES, BREMEN & HAMBURG	SUEVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANTON	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	About 5th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	On 19th Jan., at D'light
MARSEILLES, LONDON & ANTWERP	SYTHONIA	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th Jan.
MARSEILLES, LONDON & ANTWERP	PEMBROKESHIRE	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	On 29th inst., at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	E. Nitsche	SANDER, WIELER & Co.	On 28th inst., P.M.
TRIESTE, &c., VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	—	DODWELL & Co., Ltd.	To-day.
NEW YORK	SHIMOSA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 25th inst.
NEW YORK	BRAMER	Brit. str.	—	—	DODWELL & Co., Ltd.	On 19th Jan.
NEW YORK	VANDALIA	Ger. str.	k. w.	Karberg	CANADIAN PACIFIC R. CO.	On 1st Jan., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	J. Boyd	DODWELL & Co., Ltd.	To-day.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th Feb., at Noon.
VANCOUVER VIA JAPAN PORTS	ATYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 8th Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	INABA MARU	Jap. str.	1 m.	T. Saito	NIPPON YUSEN KAISHA	On 19th Jan.
VICTORIA, B.C., & SEATTLE, &c.	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st Jan., at Noon.
VICTORIA, B.C., & SEATTLE, &c.	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 25th Feb., at Noon.
TACOMA VIA JAPAN	KIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	MELCHERS & Co.	On 24th inst., at Noon.
AUSALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	—	MELCHERS & Co.	On 24th inst., at Noon.
AUSALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 21st Jan., at Noon.
AUSALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
MOJI, KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 8th Jan.
YOKOHAMA AND KOBE	COBLENZ	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 5 P.M.
KOBE & YOKOHAMA	ATYMERIC	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th Jan., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	WEIHAWEI, CHEFOO & CHINWANTAO	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
SHANGHAI VIA NINGPO	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 1st Jan.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd Jan., P.M.
SHANGHAI, KOBE & YOKOHAMA	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Jan., at D'light
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th Jan.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Jan.
SHANGHAI, MOJI & KOBE	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th Jan.
SHANGHAI, KOBE & YOKOHAMA	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 8 A.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 10 A.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 A.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 10 A.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 9 A.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 P.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 4 P.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st Jan., at Noon.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 P.M.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Noon.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Jan., at Noon.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	CHONGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VANCOUVER, B.C., TACOMA &amp; SEATTLE

## VIA

## MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
ATYMERIC	4,363	J. Boyd	On 22nd December.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
ATYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS,

QUEEN'S BUILDINGS.

Hongkong, 8th December, 1909.

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

## FOR

## STEAMERS

## TO SAIL

## KUDAT &amp; SANDAKAN

## BORNEO

## CAPT. F. SEMMILL

## Thursday, 23rd

## Dec, at 5 P.M.

## NAPLES, GENOA, ALGIERS,

## GIBRALTAR, SOUTHAMPTON,

## ANTWERP &amp; HAMBURG

## GOEBEN

## CAPT. B. WILHELM

## Wed, day, 29th

## Dec, at Noon

## SHANGHAI, NAGASAKI, KOBE,

## and YOKOHAMA

## DERFFLINGER

## CAPT. G. MEINERS

## About Wed, day,

## 29th December.

## MANILA, YAP, NEWGUINEA,

## BRISBANE, SYDNEY and

## MELBOURNE

## PRINZ SIGISMUND

## CAPT. D. LENZ

## Friday, 31st

## Dec, at D'light

## YOKOHAMA &amp; KOBE

## COBLENZ

## CAPT. H. RAEGENHE

## About Saturday,

## 8th January.

## For further Particulars, apply to

## NORDDEUTSCHER LLOYD,

## MELOCHERS &amp; Co.,

## GENERAL AGENTS HONGKONG &amp; CHINA.

## HONGKONG, 20th December, 1909.

## [5]

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPERESS OF JAPAN" SAT., 1st Jan.

"EMPERESS OF CHINA" SAT., 29th Jan.

"EMPERESS OF INDIA" SAT., 26th Feb.

"EMPERESS OF JAPAN" SAT., 26th Mar.

"EMPERESS OF CHINA" SAT., 23rd April.

From St. John, N.B.

"ALLAN LINE" FRIDAY, 23rd Jan.

"EMPERESS OF IRELAND" FRIDAY, 25th Feb.

"EMPERESS OF IRELAND" FRIDAY, 25th Mar.

"EMPERESS OF IRELAND" FRIDAY, 25th Apr.

"EMPERESS OF IRELAND" FRIDAY, 25th May.

"Emperess" Steamships leave HONGKONG at 7 A.M.

"Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 24th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 25th Dec.	See Special of Call.
LONDON and ANTWERP	PALAWAN	About 29th Dec.	Freight and Passage.
ANG COLOMBO, PENANG and MARSEILLES	Capt. C. R. Longdon, R.N.R.	Dec.	
SHANGHAI MOJI, KOBÉ and YOKOHAMA	SUMTRA	About 1st Jan.	Freight and Passage.
	Capt. C. J. Benton	Jan.	

E. A. HEWETT, Superintendent.

Hongkong, 22nd December, 1909.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIKONG	"SINGAN"	On 22nd Dec., 9 A.M.
SINGAPORE, BATAVIA, SAMARANG, COLOMBO, PENANG, SHANGHAI	"CHIHU"	On 22nd Dec., Noon
SHANGHAI	"KAIKONG"	On 22nd Dec., 4 P.M.
CHINKIANG	"LINAN"	On 23rd Dec., 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 23rd Dec., 4 P.M.
SHANGHAI	"KANCHOW"	On 24th Dec., 4 P.M.
MANILA	"CHINCHUA"	On 26th Dec., D'light
SHANGHAI	"TAMING"	On 28th Dec., 3 P.M.
MANILA	"CHENAN"	On 30th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Jan., D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINCHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

M.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd December, 1909.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA NINGPO	"CHOSANG"	Wed., 22nd Dec., 4 P.M.
SHANGHAI YOKOHAMA, KOBÉ and MOJI	"KUTSANG"	Friday, 24th Dec., 3 P.M.
SHANGHAI YOKOHAMA, KOBÉ and MOJI	"LIENSHANG"	Friday, 24th Dec., 4 P.M.
SHANGHAI YOKOHAMA, KOBÉ and MOJI	"CHUNSHANG"	Saturday, 25th Dec., 4 P.M.
SHANGHAI YOKOHAMA, KOBÉ and MOJI	"YUENSHANG"	Friday, 31st Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed., 5th Jan., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang. Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 22nd December, 1909.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED., 22nd Dec., at 10 A.M.
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	THURSDAY, 23rd Dec., at 11 A.M.
"HAIHING"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 28th Dec., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 22nd December, 1909.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOCK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
TAKAO, SHANGHAI, YOKOHAMA and KOBÉ	"SIAM"	On 23rd December.
MARSEILLES, HAYRE, COPEHGA, GEN, GOTHENBURG and BALIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBÉ	"INDIEN"	On 17th Jan.,
COPENHAGEN and BALIC PORTS	"INDIEN"	Middle of Febr.,

For Further Particulars apply to.

Hongkong, 11th December, 1909.

MELOCHERS &amp; CO.,

AGENTS.

# HAMBURG-AMERIKA LINIE

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

For SHANGHAI, KOBÉ and YOKOHAMA:

S.S. BRASILIA	5th Jan.
S.S. SEGOVIA	15th Jan.
S.S. SAMBLA	2nd Febr.
S.S. ANDALUSIA	9th Febr.
S.S. SAXONIA	17th Febr.
S.S. C. FERD. LAEISZ	27th Febr.
S.S. AMBRIA	12th March.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st December, 1909.

Hongkong Office.

12

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
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MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christensen, 8,000	WED., 5th Jan., at Daylight.
	KAMO MARU Capt. F. L. Sommer, 9,000	WED., 19th Jan., at Daylight.

VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 4th Jan., due Kobe 13th Jan., connects)	AWA MARU Capt. A. Keith, 6,500	WED., 19th Jan., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma, 6,500	SATURDAY, 29th Jan., from KOBÉ.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler, 6,000	FRIDAY, 24th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine, 5,000	FRIDAY, 21st Jan., at Noon.

NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000	WED., 22nd Dec., at Noon.
MOJI, KOBÉ and YOKOHAMA	AKI MARU Capt. K. Sato, 7,000	FRIDAY, 24th Dec., A.M.
	YAMADA MARU Capt. C. H. Butler, 6,500	FRIDAY, 24th Dec., at 5 P.M.

BOMBAY via SINGAPORE and COLOMBO	TAKASAKI MARU Capt. A. Mocker, 5,000	TUESDAY, 28th Dec., at Noon.
SHANGHAI, MOJI and KOBÉ	TOTOMI MARU Capt. R. Smith, 4,500	TUESDAY, 4th Jan., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson, 9,000	FRIDAY, 14th Jan., at Noon.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER.

Hongkong, 22nd December, 1909.

[15]

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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RURI	2540	R. W. Almond	Manila	On 24th Dec., 3 P.M.
ZAFRO	2540	R. Rodger	Manila	On 1st Jan., Noon.

For Freight or Passage apply to SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 17th December, 1909.

[14]

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1910.

S.S. KIYO MARU	5,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUYO MARU	6,000 "	" " " " " " " " " " " "
S.S. AMERICA MARU	6,000 "	" " " " " " " " " " " "

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

[452]

## THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

759]

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of Dec.	JAPAN	Second half of Dec.
TJIMAH	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJIKINI	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIPANAS	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATAP	JAVA	First half of Jan.	JAPAN	Second half of Jan.
TJILIWONG	JAVA	First half of Jan.	SHANGHAI	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 20th December, 1909.

Telephone No. 375.

[18]

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBÉ and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito,	6,182	FRIDAY, 21st Jan., at Noon, 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Trassure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 23rd Dec., at Daylight
TAMSUI via SWATOW, AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 26th Dec., at 10 A.M.
TAKAO (DIRECT)	"SHIBETOMO MARU" Capt. S. ARSUMI	About, 26th Dec.,
ANPING via SWATOW, AMOY	"SOSHU MARU" Capt. K. SUGI	WED., 22nd Dec., at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

[87]

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Leave Hongkong

Connecting Steamers from COLOMBO to

MARSEILLES and LONDON

Due to

FIFTYFOUR

MANTUA

CHINA

MALWA

MACEDONIA

DEVANHA

ASSAYE

DELTA

DELHI

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at BRINDISI.

Accommodation on the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £136.14 RETURN.

2nd " £43.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS

Leave Hongkong

Due London

SYRIA

SUMATRA

NYANZA

SUNDA

MALTA

SARDINIA

NORE

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.0 SINGLE £92.10 RETURN.

2nd " £33.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:—

E. A. HEWETT, SUPERINTENDENT

1076]







